

# FE46

Diagram No. 1210-3

NOAA FORM 76-35A

U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SURVEY

## DESCRIPTIVE REPORT (HYDROGRAPHIC)

Type of Survey ..... Field Examination

Field No. ....

Office No.....FE-46.....

### LOCALITY

State ..... Massachusetts

General Locality ..... Buzzards Bay

Locality ..... Hen and Chickens

1944

### CHIEF OF PARTY

..... L.C. Johnson & J.H. Brittain

### LIBRARY & ARCHIVES

DATE ..... May 26, 1944

☆ U.S. GOV. PRINTING OFFICE: 1976-669-441

NOTE: A new system for registering Field Examinations (FE's) was established in 1980. All FE's are now consecutively numbered as shown hereon. The date shown in the new format is the actual date of survey. This material was previously registered as:

FE NO.4 1944

# FE46



FE No.4 1944

Diagram 1210-H3

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Hydrographic

Field No. .... Office No. ....

LOCALITY

State .....

General locality .....

Locality Buzzards Bay - Hen and Chickens

194 44

CHIEF OF PARTY

L. C. Johnson and John H. Brittain

LIBRARY & ARCHIVES

DATE May 26, 1944

B-1870-1 (1)++

FE No.4 1944



F.E. #4 (1944)

1944 MAY 22 AM 8:56  
Descriptive Report  
to accompany

Wire Drag Survey Field Sheet No. 2144

Project: Wire Drag Investigation of 17 foot Sounding  
and Shoal S.W. of Hen & Chickens L.S.

Authority:

Director's Letter No. 22/MEK; 1995 WA 1; 1995 HI 1 dated February 23, 1944, and telephone authority to Capt. Marion Eppley, U.S.N. at Newport, R. I., May 11, 1944.

Scope:

Investigation for least depth in vicinity of 17 foot sounding and shoal, southwest of Hen & Chickens Lightship. Also, investigation to disprove the charted shoal of 25 feet,  $\frac{1}{2}$  mile directly east of Hen & Chickens Lightship. Two splits from the 1914 wire drag survey were also covered.

Survey Methods:

Standard dual control wire drag procedure was employed, the Launch WAINWRIGHT as guide launch, the Launch HILGARD as end launch. The WAINWRIGHT'S skiff was used for a tender.

Results:

The splits from the 1914 wire drag survey were covered with an effective depth of 27.5 feet on the hiatus close by Signal Buoy. The remaining split was effectively dragged to 28 feet in one direction. In the shoal area drags were accomplished in three directions, with a grounding occurring in a southerly direction. A sounding was obtained prior to the grounding on a day when visibility was nil, and a marker buoy was placed. The grounding checked this position. The shoal was cleared with a drag of 17 feet effective depth. This shoal plots approximately 150 meters south of its charted position. The charted position was cleared to an effective depth of 20.5 feet. This was also investigated with fathometer and hand lead. Nothing shoaler than the 23 feet obtained by the GILBERT in 1939 was found. The 25 foot shoal directly east of the Lightship was cleared by two drag strips, approximately in the same direction, easterly, to an effective depth of 41.5 - 38.5 on both strips. No evidence of shoaling was found. Various cross lines were run using the launches' fathometers.

N. to M. 23-1944

S.B.P.



SIGNALS:

Triangulation stations were used when visibility permitted. On Gooseberry Neck a very prominent gray square tower, approximately 50 feet high, was located by sextant cuts and used throughout. The Bell Buoy 2 miles south of Old Cock Beacon was located by sextant fix, and used when visibility was too low to permit usage of triangulation stations.

Tides:

Hourly heights taken from the standard gage record at the Newport Naval Base were used for the final determination of the 17 foot spot.

Advance notice of results:

A copy of Chart No. 237 with results of investigations properly charted and subject to office verification has been furnished to Captain Marion Eppley at Newport, R. I.

Statistics:

Area in square miles	<u>2.3</u>
Miles of drag strips	<u>7.5</u> Statute
Number of positions	<u>67</u>

Respectfully submitted,

*L. C. Johnson*

L. C. Johnson

*John H. Brittain*

John H. Brittain

Washington Office  
May 23, 1944

A 17-foot hand lead sounding, fixed by two positions, was obtained in Lat.  $41^{\circ}25.90'$ , Long.  $71^{\circ}02.40'$  where H-6528 (1939) shows 20 feet (charted). The 17 now on Chart 237 is from H-3668 (1914) W.D. No fix was recorded for it and it is considered disproved by a 21-foot effective depth on the present examination.

The "25, Obstruction reported" in Lat.  $41^{\circ}27.0'$ , Long.  $71^{\circ}00.4'$  on Chart 237 was reported in Chart Letter 358 of 1942 as the striking of the S. S. DILOMA about 1/2 mile east of Hen and Chickens Lightship. The combined drag work of the present examination and H-3668 (1914) W. D. eliminates the possibility of a natural obstruction in the vicinity and a wreck certainly would have been reported by the crew of the lightship. The 25 should be removed from the chart.

J. A. McCormick



04'

71° 03'

02'

FE # 4 - 1944

41° 27'



Shoal sounding of 17.5 ft. (18.0 fms.)

FE4-1944

04'

71° 03'

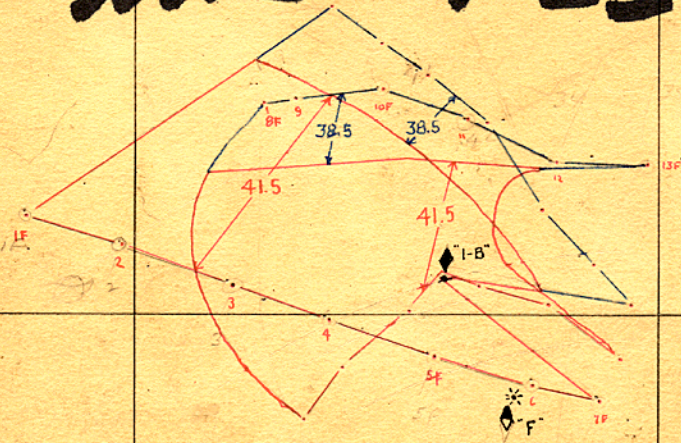
02'

25'



01' 71° 00' 59'

カカ61-カ33



F.E. 4.  
1944

41° 27'

26'

25'

01' 71° 00' 59'



fully applied to Chart 1210 Reconstr.

M. Rogers 9/29/61

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